

# CHINA

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL XXXIII. No. 4458. 一八七七年九月三十日

HONGKONG, SATURDAY, OCTOBER 13, 1877.

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, S. Clement's Lane, Lombard Street, George Street, 30, Cornwall; GORDON & GOTHE, Ludgate Circus, E. C.; BATES, HENDY & CO., 4, Old Jewry; E. C. SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTHE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SALEY & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—SOCIETY, QUELCH & CAMPBELL, Amoy; WILSON, NICHOLS & CO., Foochow; HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO.,

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars.  
RESERVE FUND,.....650,000 Dollars.

COURT OF DIRECTORS.  
Chairman—H. HOPE, Esq.  
Deputy Chairman—F. D. SASOON, Esq.  
E. R. BELLIOS, Esq. WILHELM REINER,  
W. H. FORBES, Esq. ED. TOBIN, Esq.  
Hon. W. KESWICK, A. MOLYER, Esq.

CHIEF MANAGER,  
Hongkong,.....THOMAS JACKSON, Esq.  
MANAGER,  
Shanghai,.....EVAN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 , 4 per cent. " "  
" 12 , 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.

CAPITAL,.....£800,000.  
RESERVE FUND,.....£110,000.

BANKERS.  
THE BANK OF ENGLAND.  
THE CITY BANK.  
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

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## Intimations.

HONGKONG RACES, 1878.

THE HONGKONG DERBY.—Stake of \$20 each, half forfeit if declared on or before the day of closing Entries, with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies bond side Griffs at date of Entry (1st February, 1878). First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight 10st 7 lbs. One-and-a-half. (Nomination close on Thursday, the 27th December, 1877, addressed to the Clerk of the Course at the Club.)

By Order,

DENIS CREAGH,  
Capt. 35th Regt.,  
Clerk of the Course.  
Hongkong, October 11, 1877. oc26

## DENTAL NOTICE.

DR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERSITY, Office hours, 8 to 12 Noon and 2 to 4 p.m.  
Hongkong, September 22, 1877.

## Intimations.

G. FALCONER & CO.,  
WATCH AND CHRONOMETER  
MANUFACTURERS,  
JEWELLERS,  
NAUTICAL INSTRUMENTS, CHARTS  
AND BOOKS,  
46, Queen's Road Central.

Hongkong; August 20, 1877. fe20

IN THE GOODS OF  
JAMES SMITH FERRIES,  
Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersigned WILLIAM HENRY BREERTON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BREERTON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets of any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

WM. H. BREERTON,  
Solicitor for the said JOHN FAIRBAIRN.

1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, August 1, 1877. no1

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand-Cottage PIANO, by LUDWIG and RUEHL, ZETT, just Received from Germany, and specially constructed for this climate to the order of the Undersigned.

Orders from any of the Cities in the East, will meet with prompt attention if addressed:

Care of MEERS LANE, CRAWFORD & CO., or " MEERS GAUFF & CO."

A. HABN.

Hongkong, September 7, 1877.

DENTAL NOTICE.

DR. ROGERS beg to inform his

Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877.

## Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh-laid HEN'S EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will beat up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMMERT, ATKINSON & CO., Agents for Hongkong.

MUSTARD & CO., General Agents at Shanghai.

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COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMEDY VESSELS, Furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRATT & CO., Proprietors.

Hongkong, October 10, 1877. no10

NOTICE.

OFFICE OF THE YANG-TSZE INSURANCE ASSOCIATION.

SHANGHAI, 8th October, 1877.

IN PURSUANCE of a Resolution passed at the GENERAL MEETING of the ASSOCIATION held on the 5th July, 1877, a Return of Capital of ONE HUNDRED and FIFTY TAELS per SHARE will be made at the Office of the Secretaries on the 15th Instant, to Shareholders of record the 10th Instant.

Warrants will be delivered by the Undersigned to Shareholders, or their lawful representatives on presentation of Share Certificates.

Proprietary: RUSSELL & CO., Secretaries.

Hongkong, October 2, 1877. no1

FOR SALE.

C. HAMPAGNE 1874, HEIDSIECK & CO.'S MONOPOLY.

DEETJEN & CO.

Hongkong, October 2, 1877. no1

FOR SALE.

C. CUTLER, PALMER & CO., Celebrated.

Brands of WINES and SPIRITS.

Apply to SIEMESSEN & CO.

Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I.

A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, P.D.

Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from MEERS LANE, CRAWFORD & CO., Hongkong and Shanghai; and MEERS GAUFF & CO., Shanghai.

Hongkong, February 8, 1877.

DEVOE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packagings. Suits at law have been instituted against the IMITATORS AND PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stamped on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING CO., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

(1877)

DEVOE MFG CO. PATENTS

RUSSELL & CO.

China, June 1, 1877.

DEVOE MFG CO. PATENTS

RUSSELL & CO.

China, June 1, 1877.

DEVOE MFG CO. PATENTS

RUSSELL & CO.

China, June 1, 1877.

DEVOE MFG CO. PATENTS

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China, June 1, 1877.

DEVOE MFG CO. PATENTS

RUSSELL & CO.

China, June 1, 1877.

DEVOE MFG CO. PATENTS

RUSSELL & CO.

China, June 1, 1877.

## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOATS POSTE FRANCAIS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SURZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,  
PONDICHERY, MADRAS, CALUTTA AND BOMBAY.

ON THURSDAY, the 18th October, 1877, at Noon, the Company's S. Y. YANG-TSE, Commandant RAPALE, with MAIDS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and copied in transit through Marsella for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th October, 1877. (Parcel are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,  
Agent.  
Hongkong, October 10, 1877. oc18

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th Instant, 1877, at 12 o'clock Noon, taking Passengers and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitai Bishi S. & S. Company will leave Shanghai; via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 23rd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Package Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & CO., Agents.  
Hongkong, October 4, 1877. oc24



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, via Bombay,

Also, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship GEELONG, Captain FRAZER, will leave this on THURSDAY, the 25th October, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, October 12, 1877. oc25

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 8th November, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th November. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMBRY, Agent.  
Hongkong, October 5, 1877. oc29

## Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHTRE,  
Secretary.  
Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)  
CAPITAL, TWO MILLION POUNDS.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, or on Coals in Mines, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to ARNHOLD, KARBERG & CO.  
Agents Hongkong & Canton.  
Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & CO.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1877.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether shareholders or not, in proportion to the net amount of Premium contributed by each; the remaining third being carried to Reserve Fund.

OLYPHANT & CO.,  
General Agents.  
Hongkong, April 17, 1877.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & CO.,  
Agents.  
Hongkong, January 1, 1877.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & CO.,  
Agents.  
Hongkong, July 6, 1877.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER of His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies issued at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & CO.,  
Hongkong, July 25, 1877.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one fire-damaged risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.,  
Hongkong, January 8, 1877.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & CO.,  
Hongkong, October 14, 1877.

## Insurances.

THE YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid up, £100,000  
PERMANENT RESERVE, £100,000  
SPECIAL RESERVE, £100,000  
Total Capital and Amounts

outstanding this date, £10,250,000

Directors:  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq.  
M. P. EVANS, Esq.

Secretary: J. J. JONES.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL, TWO MILLIONS POUNDS.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on all parts of the World, at current rates.

[Subject to a charge of 12% for interest on Shareholders' Capital, 10% on Profits or the Undistributable Business will be annually distributed among all Contributors of Business, in proportion to the premium paid by them.]

RUSSELL & CO., Agents.

Hongkong, October 1, 1877.

SHIENG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:  
KWOK ACEHONG, Merchant.  
PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of Lee Hong, Merchant.

LIM SING, of Lai Hing Firm, Merchant.

CHANG SING YONG, Merchant.

CHOY CHAN, Merchant.

Hongkong, January 4, 1877.

NOTICE.

POLICIES against FIRE granted on BUILDINGS and on GOODS stored therein at CURRENT RATES, subject to DISCOUNT of 20% on the Premium.

OFFICE, 49, Bonham Strand.

Hongkong, August 23, 1877.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$10,000 on any Building, or

Apply to LANE, CRAWFORD & CO.

Hongkong, July 30, 1877.

N OFFICE TO LET.

Apply to LANDSTEIN & CO.

Hongkong, September 16, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kidd, "Blance Villa," Pak-foo-lun, furnished.

House No. 9, Peddar's Hill.

House No. 2, Seymour Terrace.

DAVID SASSON, SONS & CO.

Hongkong, October 9, 1877.

TO LET.

TOP FLOOR of the House now occupied by Mr. A. HAHN, at Wan-chai. Apply on the Premises.

Hongkong, September 11, 1877.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & CO.

The Dwelling House No. 10, Gough Street.

Apply to DOUGLAS LAPRAIK & CO.

Hongkong, July 9, 1877.

TO LET.

THE DWELLING HOUSE in CAINE ROAD, at present in the occupation of H. DU POUYE, Esq. Possession from 1st November next.

Apply to JOHN JACK,

East Point.

Hongkong, September 7, 1877.

Intimations.

THE CHINESE MAIL.

FROM and after Chinese New Year's day (February 17, 1877), the Chinese Mail will be issued DAILY instead of TWICE as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail.

The unusual success which has attended the Chinese Mail makes it an admirable medium for advertising.

The Conductors guarantee an eventual circulation of one thousand copies.

It is already the most influential native journal

published, and enjoys considerable prestige

at the Ports of China and Japan, and at

Singapore, Pen

entry into this province is entirely free from Lekin. In both provinces this exemption will hold good for three months. These steps have had an appreciable effect on the rice market, prices having already gone down considerably.

THE usual fortnightly Entertainment will be given at the Temperance Hall on Monday evening next, commencing at 8 p.m.; admission being free as hitherto. The programme is as follows:—

- 1.—Pianoforte Solo, Selections from Ernani.
- 2.—Song, Hark, I hear an angel sing.
- 3.—Song—with Guitar accompaniment, The old Log Cabin.
- 4.—Reading, A Strange Yarn.
- 5.—Song, Hearts of Oak.
- 6.—Pianoforte Solo, The Harmonious Blacksmith.
- 7.—Song.
- 8.—Reading, Elbow Room.
- 9.—Song, Belle Mahone.
- 10.—Duet for Banjo and Flute.
- 11.—Song, The Skipper and his Boy.
- 12.—Song—Banjo accompaniment, Jog Along, do.

THE A.D.C. of the 28th Regiment repeated their performance at the Garrison Theatre last evening to a crowded house. We believe this is their first attempt at any sensational piece, and, if so, they are to be congratulated on its success. The acting of Mr Powell as *Jacob Thorne* was really of a high standard, and under better advantages than those afforded at the Garrison Theatre, few Amateurs would probably be able to surpass him in that particular character. He was equally at home in the rôle of *Tarzicium Twitters* in "My Turn Next." Mr H. Dennard as *Joshua Vere* (a country clergyman) was also exceedingly good, but the part was perhaps a little overacted. Miss Stevenson made an exceedingly good *Jessy Vere*, although her voice is naturally a little too masculine for the part. Mrs Rice as *Polly Perkins* was the very essence of a pretty artfully servile maid. Messrs Sampson and Clark made a pair of very good scoundrels, the former's humour keeping the house in roar of laughter. The second piece "My Turn Next" was well sustained throughout and created much amusement, the performers evidently enjoying the fun as much as anybody. Sergeant Bull favoured the audience with two or three songs during the interval between the pieces, having twice to respond to hearty and well-earned encore. The Corps has evidently devoted considerable trouble and expense to the improvement of the scenery. A rural retreat was very well painted, and we believe the work of one of the Amateurs. As will be seen by an advertisement in another column they have been specially requested to give a repetition on Friday next.

**LOSS OF THE BRITISH BARQUE MERE.**

The British barque *Mere*, Capt. Robertson, which left this in-ballast on the 30th ultimo bound for Newchwang, has become a total wreck. The Chief Officer, Mr William Smith, and seven hands, arrived here in one of the ship's boats about 2 o'clock this afternoon. From what we can gather it appears that the *Mere* had experienced moderate weather up to the time of the accident, and on the night of Tuesday, the 9th instant, about 11 o'clock, she struck on the N.W. end of the Pratas Shoal. The night was dark and there was a moderate North-easterly wind blowing. Steps were at once taken to lighten the ship, and the hands were employed for two days discharging ballast, while soundings were taken in a boat all round the ship to endeavour to find a passage out of the shoal water. The efforts to float her were so far successful that she was moved a few yards from her first position, but she again stuck fast worse than before. The upper yards were taken down and the main yard landed on the island, to meet pressing emergency which might arise. Officers were got out to keep her from drifting farther on to the reef, but it soon became evident that all efforts to save the unfortunate vessel were hopeless, so, on the third day, after consulting with the officers, Capt. Robertson decided to abandon her. Two boats were accordingly provisioned and a portion of the crew's clothing placed into the boats—the Captain and 2nd mate and six others going in one boat, and the Chief officer, cook, five able seamen and an apprentice in the other. The Captain's party have not yet put in an appearance, but as the weather is moderately fine, little fear need be entertained of their safety; they will probably reach port to-morrow. The Chief Officer says that when they left the ship on Tuesday, they saw the crew of a junk making for the wreck of the P. & O. buoy opposite the Hongkew Wharf, alongside of which were the blue-tunnel steamer *Ulysses* and the French mail steamer *Ava*. The flood tide came up in a bore, and the *Glenartney* broke from the buoy and lurched about half her length forward with the buoy about midships, and so situated as to prevent her swinging to her anchor, which was immediately lowered on the breakage taking place. A signal from her for a tugboat quickly brought her to assistance, and an attempt was then made to tow her stern free of the buoy. The tide, however, was so strong that she dragged her anchor and drifted towards the wharf. Alongside the *Ulysses* were three Ningpo cargo boats, two of which the drifting steamer sank, and it is said four of them were drowned. The mast of one of the boats fell on the *Glenartney*, and two of the crew attempted to save themselves by climbing up it to get on board the steamer; but just as they were nearing the top the mast fell into the water, taking the men with it, and they were never seen again. The *Glenartney* then struck the *Ulysses*, nearly amidships, and to prepare a slight collision, and venture to engage some fire illusory self defence, the gunwale is five places, and

tearing away the deck railings from the gangway to the side houses. Rounding off the *Ulysses*, she next bumped heavily against the stern of the *Ava*, bulging in one of the plates, and starting several others. She was then made fast to the *Ava*, where she remained until the tide turned, when two tugs took her in tow below the shipping. The *Glenartney* herself sustained comparatively little damage, and it is thought that the accident will not delay her departure.

Our Wenchow correspondent writes that cholera has gone, and game come in; and the officials have found it convenient to intimate that 40 per cent will be deducted from the total quantity of goods, in estimating the amount of *lekin* to be paid, which brings the tax nearly down to its old standard; so that altogether things are looking brighter again at the port. *News*.

#### CHINESE MOURNING.

There are five degrees of mourning in China, respectively, the "Out Sackloth," the "Year Cloths"; the "Greater Duty," the "Lesser Duty"; and the "Hempen Cloth"; representing periods of Three Years, One Year, Nine Months, Five Months and Three Months; and these five go by the generic name of the "Five Cloths." The three years' mourning is only worn for husbands, and for fathers and mothers. . . . We may mention that there can be no legitimate child by a concubine unless the man has first been married, such child being a "wild child" or bastard; he is the step-mother, being concubine of the man whose son's concubine-mother is dead, and who has directed another concubine to act toward the child as own mother; and adoptive mothers, being the wives of adoptive fathers as above described. We may also observe that it is possible, though unusual, for a man to have two legitimate wives, for, if his first wife be barren, or invalid, or willing, he may have a second, or even a third. A case of two wives, the first of whom is sick, has come to the writer's knowledge.

The three years' is stated to represent the period during which the child was suckled at the breast. The "out sackloth" is so called from its being made without stitches, or, at all events, without more than are absolutely necessary to keep the clothes together. Anxiously this appears to have been simply a strip of sackcloth worn across the breast. The three years' mourning in practice, completed the day after the expiration of the second anniversary of the death of the deceased, although, in theory, it should be continued for another year.

As soon as ever the death of one of the above described parents takes place or is heard of, the mourner changes the black silken point or plait at the end of his queue for a white one, and, similarly, the black-twisted silk knob on the crown of his everyday cap for a white knob. The "out sackloth" is only worn for one hundred days, but the white button and tassel are worn during the whole three years, or, as is generally the case, during the whole two years and a day. But, in addition to this period of three years' deep mourning, there are other periods of respectively one year, one hundred days, sixty days, and forty-nine days, which are distinguished as follows:

In mentioning this I think it is only fair play to Sutton and other houses, whose seeds have done equally as well in this Colony as Carter's. I am, Yours, &c., "VERITAS."

#### CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

OCT. 13, 1877.

Sir,—I am sorry to trouble you again, but this is my last.

If Mr Romano will take the trouble, as I have done, to refer to the file of the *Mail*, I think he will find that another gentleman and not himself, "took the first and greatest number of prizes for Vegetables," at our local shows here in 1874 and 1876, viz., five first and two second prizes, against Mr Romano's two first and three others in 1874, and in 1875, five first and three second, against Mr Romano's three first and four others.

In 1876, I think he will also find that he and the other gentlemen were equal, and that in 1877, Mr Romano, with Carter's seeds was far behind.

In mentioning this I think it is only fair play to Sutton and other houses, whose seeds have done equally as well in this Colony as Carter's.

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#### PRIZE VEGETABLE SEEDS.

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#### HONGKONG RACE FUND.

To the Editor of the "CHINA MAIL."

Hongkong, Oct. 13, 1877.

Sir,—Permit me to inform a Resident, &c., that there is no Race Club in Hongkong, but that there is a nondescript Society called "The Race Fund."

With regard to the late Race Meeting, I admit that I saw a notice posted in the Club stating that a Meeting of Subscribers &c. would be held, but if my memory serves me right the object of the meeting was not stated.

I asked Philip Augustus, who is generally well posted, what the meeting was for, and his reply was, "Oh! to elect a new C. C."

You may judge what my astonishment was, when a few days later, I was informed that the Annual Meeting for election of stewards and passing general business had been held.

I really think that public publicity should be given to our Annual Race Meeting than by simply posting an unsigned notice in the Club.

Your obedient servant,

W. A. FORT.

#### China.

LATE telegrams quote the New York Tea market steady; the *Glenartney* had arrived. London telegrams quote Silk stronger, common No. 5, 16s.; the Manchester market also strong—Consols 95, French Rent 104.

There was again some movement in the Silk market, yesterday (7th); and settlements were made at advanced rates. There was a rumour that Ts. 440 had been refused for Blue Elephants.

The rate of interest is still fluctuating variously among the Chinese; it opened at 10 on Saturday morning, fell to 4 in the afternoon; opened at the latter rate on the 10th, and closed at 34.—1m higher than it closed on Thursday.

Another serious accident occurred on the river yesterday (7th), arising from the great strength of the flood tide. It appears that the *Glenartney*, with nearly a full cargo of tea on board for New York, was moored at the P. & O. buoy opposite the Hongkew Wharf, alongside of which were the blue-tunnel steamer *Ulysses* and the French mail steamer *Ava*. The flood tide came up in a bore, and the *Glenartney* broke from the buoy and lurched about half her length forward with the buoy about midships, and so situated as to prevent her swinging to her anchor, which was immediately lowered on the breakage taking place. A signal from her for a tugboat quickly brought her to assistance, and an attempt was then made to tow her stern free of the buoy. The tide, however, was so strong that she dragged her anchor and drifted towards the wharf. Alongside the *Ulysses* were three Ningpo cargo boats, two of which the drifting steamer sank, and it is said four of them were drowned. The mast of one of the boats fell on the *Glenartney*, and two of the crew attempted to save themselves by climbing up it to get on board the steamer; but just as they were nearing the top the mast fell into the water, taking the men with it, and they were never seen again. The *Glenartney* then struck the *Ulysses*, nearly amidships, and to prepare a slight collision, and venture to engage some fire illusory self defence, the gunwale is five places, and

tearing away the deck railings from the gangway to the side houses. Rounding off the *Ulysses*, she next bumped heavily against the stern of the *Ava*, bulging in one of the plates, and starting several others. She was then made fast to the *Ava*, where she remained until the tide turned, when two tugs took her in tow below the shipping.

The *Glenartney* herself sustained comparatively little damage, and it is thought that the accident will not delay her departure.

#### THE SUPPLY OF SEAMEN.

The extension of the system of educating boys on board vessels has been strongly advocated on the ground that, in process of time, the Mercantile Marine will be almost exclusively manned by British subjects. In England, Ireland, and Scotland the training ships have been largely augmented within a few years, the reformatory schools vessels monopolising the greatest share of attention, and credit is taken, in the yearly reports for the number of lads drafted into the Merchant Service. This educating of boys for the sea, if they were properly selected, for the purpose, should be of advantage to shipowners, but its effects are not traceable in the annual Parliamentary Returns. The statistics, compiled down to the end of 1876, show that Apprentices are not on the increase, or foreign Seamen on the decrease, in British Merchant ships. In 1845 the number of Apprentices enrolled was 16,704, and in 1876 they were only 4,740. The cancellations, deaths, and expirations in 1876 were 4,238. As regards Apprentices, therefore, the entries were too few in number for the requirements of the augmenting tonnage. From the official records it appears that on the 31st of December, 1876, there were 18,503 indentures in existence, and, at the same date in 1876 but 16,511. This means that the indentures registered in the books had not lapsed on account of time. It does not follow, however, that the Apprentices are to be found on board ships and serving in that capacity. It is possible the figures we have given may be susceptible of explanation, but from the following extracts we cannot understand how many certificates could survive at the end of 1876:

Year.	Apprentices enrolled.	Cancellations.	Deaths, and Expirations.
1870	4,241	—	5,495
1871	4,111	—	5,592
1872	4,038	—	4,913
1873	4,024	—	4,769
1874	4,045	—	4,443
1875	4,087	—	4,205
1876	4,740	—	4,258
Total	50,948	—	53,835

It will be seen from these figures that the cancellations, deaths, and expirations, during the seven years, exceeded the number of boys indentured by 3,037, and yet 16,511 were left on the registry. The indentures in existence in 1870 would all have run off by 1874, and how it happens that 16,511 could, by any arithmetical calculation, be in existence is a puzzle. Perhaps there are that number whose certificates have not been returned for cancellation, but some of these must be very old. A few boys may be apprenticed for six or seven years, but the majority are indentured for three, four, or five years. There may be 4,000 Apprentices abroad, and that is about the maximum. The Merchant vessels carry lads as Midshipmen, and also, unindentured, boys before the mast; these, however, are not included under the head of Apprentices. As a rule steamers do not carry Apprentices, and as sailing vessels diminish in number and tonnage, fewer boys, we should suppose, would be enrolled. Whether boys are indentured or not they do not appear to enter the Service in such numbers as to influence the employment of foreigners. In 1851, the number of foreign Seamen serving in British ships was 5,793, and subjects of Her Majesty 14,937. The percentage of foreigners was, therefore, 42%. The aggregate number of foreigners went on increasing until they numbered 21,817, or 12.5 per cent, in 1867. The proportions for the past six years were:

No. British No. Foreign Percentage of Year.	Seamen employed.	British Seamen.	Foreign Seamen.	Foreign to total.
1871. 151,973	17,765	—	9,76	
1872. 163,129	20,591	—	11,24	
1873. 182,399	18,840	—	10,87	
1874. 182,687	20,919	—	11,45	
1875. 178,994	20,673	—	11,65	
1876. 177,727	20,911	—	11,76	

The foreign element is sustained, whereas the British is falling off. There was a diminution in 1876, as compared with 1872, of 5,402 British Seamen. The term "Seaman" in these returns, embraces every one on board a ship with the exception of the Master. No distinction is drawn between natives of the United Kingdom and British subjects elsewhere. Lascars Crews, Kroomeen, and others are British subjects. Those who are agitating for the further extension of the Training-ship system should bear in mind that a steady decline in taking place in the employment of Seamen, and foreign Sailors can be had to make up ship's complements without the aid of school vessels. This is made quite clear in the tables issued by the Board of Trade, giving the progress of British Merchant Shipping. The decline of steamship tonnage will be made manifest by contrasting two years only:—

Trade in Selling Ships. Steam Vessel.	Proportion of which.	Year.	Men to 100 employed.	tons.
Home Trade 1854. 4,97	—	7,11	—	7,11
1876. 5,17	—	6,98	—	

## Portfolio.

TU QUOCUE:

AN IDYLL IN THE CONSERVATORY.

"Ainsi va la vie des fleurs."

"On ne rompt pas une fleur!"

Le Dernier Amour.

NELLIE.

If I were you, when ladies at the play, sir,  
Beekon and nod a melodrama through,  
I would not turn abstractedly away, sir,  
If I were you!

FRANK.

If I were you, when persons I affected,  
Wait for three hours to take me down to  
Kew,

NELLIE.

If I were you, when ladies are so lavish,  
Sir, as to keep me every waits but two,  
I would not dance with odious Miss Mavish,  
If I were you!

FRANK.

If I were you, who vow you cannot suffice  
Whiff of the best, the mildest "honey-dew,"I would not dance with smoke-consuming  
Puffer,

NELLIE.

If I were you, I would not, sir, be bitter,  
Even to write the Cynical Review—

FRANK.

No, I should doubtless find flattery fitter,

If I were you!

NELLIE.

Really! you would? Why, Frank, you're  
quite delightful!

Hot as Othello; and as black of hue—

Borrow my fan—I would not look so frightened!

If I were you!

FRANK.

"It is the cause," I mean, your chaperone is  
Bringing some well-cured juveniles. Adieu!

I shall retire. I'd spare that poor Adonis,

If I were you!

NELLIE.

Go, if you will—at once—and by express,  
Sir!

Where shall it be? To China, or Peru?

Go! I should leave inquirers my address, sir,

If I were you!

FRANK.

No, I remain... To stay and fight a duel

Seems, on the whole, the proper thing to do.

Ab! you are strong—I would not then be

crude,

If I were you!

NELLIE.

One does not like one's feelings to be doubted.

FRANK.

One does not like one's friends to misconstrue.

NELLIE.

If I confess that I was bit pouted?—

FRANK.

I should admit that I was piqué, too.

NELLIE.

Ask me to dance. I'd say no more about it;

If I were you!

[Watts—account.

—Austin Dobson.

UNDER THE VIOLETS.

Her hands are cold; her face is white;  
Nor more her pulses come and go;

Her eyes are shut to life and light;

Fold the white vesture, snow on snow,

And lay her where the violets blow.

But not beneath a graven stone,  
To plead for tears with alien eyes,  
A slender cross of wood alone  
Shall say that here a maiden lies

In peace beneath the peaceful skies.

And gray old trees of hugest limb,  
Shall wheel their circling shadows round  
To make the scorching sunlight dim,  
That drinks the greenness from the ground

And drops their dead leaves on her mound.

When o'er their boughs the squirrels run,  
And through their leaves the robins call,  
And, ripening in the Autumn sun,  
The acorns and the chestnuts fall,

Doubt not that she would heed them all.

For her the morning choir shall sing  
Its matins from the branches high,  
And every minstrel voice of Spring  
That trills beneath the April sky.

She'll greet her with its earliest cry.

When, turning round their dial track,  
Eastward the lengthening shadows pass,  
Her little mourners, clad in black,  
The crickets sliding through the grass,

Shall pipe for her an evening mass.

At last the rootlets of the trees,  
Shall find the prison where she lies,  
And bear the buried dust they strew,

In leaves and blossoms to the skies:

So may the soul that warmed it rise.

If any born of kindlier blood,  
Should ask, "What maiden lies below?"

Say only this: "A tender bud,

That tried to blossom in the snow,

Lies withered where the violets blow."

—Oliver Wendell Holmes.

PEARL FISHING IN TORRES STRAITS.

A SOUTH SEA ISLANDER'S YARN.

By J. C.

The following "yarn" has been put  
together from particulars furnished by  
the captain and men called me Tito. In  
the month of May, 1875, I signed articles,  
and shipped on board the *Pearl's* for two  
years, the vessel being equipped for a pearl  
fishing expedition among the pearl beds in  
Torres Straits. The crew consisted of the  
captain, three Europeans, and three of my  
own countrymen. After a prolonged and  
rough voyage we reached Cape York where  
we stayed one night, and anchored the next  
day in a central position among the pearl  
islands or beds.When I engaged in Sydney, the duties  
that appertained to a sort of generally useful  
hand were what I undertook to perform;  
but after acting as "tender" to the diver  
for a few days, I was informed that I would  
have to take my turn at the diving. This  
I thought very hard and difficult, as I was  
only getting small wages, while the  
professional divers were well paid. My  
protest was not listened to, and I had to  
encourage him in the diver's dress and ex-  
plore for many a weary hour among the  
strange inhabitants and singular marine  
herbage at the bottom of the Straits sea.I shall never forget the first time I reached  
the bottom with the cumbersome diver's  
dress on. If the reader can vividly realize  
being in the course of a few minutes trans-  
ported from our world on a bright morning,  
with its sun shining clearly, and with the  
diver and his fellow beings tumbling about  
him, to a world with no sound and almost  
no light, in which the laws under the  
surface of my selected scene to the surface

could literally see nothing. We had to  
go our way as best we could. This  
delayed but the advantage, and that was  
the giving us the chance of shedding our  
friends without so much trouble to keep us  
company. Whether we had succeeded in  
accomplishing this rest, we at present could  
not tell. We could hear of see nothing of  
them as we stole silently on. When we  
had got what we estimated about two miles  
away from the vessel, the mate struck a  
match down the hold, and examined the  
complaints to see how we were going.

We had got out of the house slightly,  
but this was soon rectified, and in a short  
time we almost ran aground on the island.  
We were going to work off, but the bed was  
on the opposite side to where we brought up.  
Our task was now easy, as all we had  
to do was to follow shore round. After  
getting sufficiently far round so as to effectively hide us from view, so far as the  
vision from those on board the schooner  
was concerned, we cast anchor to await day-  
light; for it was impossible to find the bed  
in the dark. As it wanted some two hours  
before it would be daylight, I was appointed  
to keep watch while the others slept.  
After they had all lain down and were fast  
asleep, I sat down round me, each gya-  
narrowing the circle and each being vari-  
ed by extraordinary attitudes. It sharp-  
kept up the performance for some minutes,  
when all at once he lay still with his huge  
head within three feet of my body. He  
looked me over from head to foot as care-  
fully as if he had been a detective survey-  
ing a man "wanted." At he now lay  
posed I could see his full length and allow-  
ing for his being magnified by my  
"glass face," I estimated his length at  
twelve feet, with his body proportionately  
large. Every now and again he would open  
his great mouth and show his immense  
teeth, and apparently lick his chops. How  
much longer he might have continued to  
survey my trembling person, I don't know,  
for I began to feel rather uneasy at the  
sight of his great teeth and luminous eyes  
staring at me, so I made a splash with one  
of my legs, when to my horror and aston-  
ishment, he commenced dancing round and  
playing with me somewhat in the way that  
a puppy often plays round his master. I  
now began to get alarmed, and at once  
signalled to the "tender" that I wanted  
to go aloft. Let me assure the reader I was  
not sorry when I found myself sitting on  
the deck of our boat. I must, however, do  
my shipkeeper the justice to say that it was  
never attempted to snap at me, but it was  
the very opposite of pleasant to have so  
much affection and playfulness exhibited  
to so strange a customer.

My mate now got up, and the question  
was discussed as to whether we should go  
on to the bed and commence operations, or  
call him to account. The professional diver  
told me if he came again to make a great  
splashing and stir up the mud or sand, and he  
would go away. This advice I determin-  
ed to follow if his sharpshooting at me  
larks with me; at the same time, I had  
my doubts whether such a determined  
"tumbler" would be deterred by such  
simple means.

We had our boat anchored over a very  
good bed of pearl fish, and when I got to  
the bottom I stood and carefully surveyed  
the surroundings before beginning my work.  
My line of vision extended through the  
clear water for about 100 yards, and within  
that circle I could see every object toler-  
ably well. To my left there was a sort of  
sandy bed, over which a large school of  
small fish were swimming, and directly the  
mate they made towards me, and began  
going round my person, and at last came  
right up to where I stood. I kept very  
still, and they swam through my legs and  
arms, and poised about my body in a most  
familiar manner. I had my arms extended  
and my hands wide open. Every now and  
again one of them would rest in the palm of  
my hand, and I determined, if possible, to  
catch one, just to see what it was like. I  
made the effort by closing my right hand  
suddenly on one of their number that I  
felt sure I should have no difficulty in  
capturing. What was my astonishment  
when I opened my fingers to find that my  
funny friend had disappeared. How he got  
away I could not tell. He was right in my  
hand when I closed it; nevertheless he was  
gone. I often tried the same experiment,  
but never succeeded in catching one.

I had not been working long in filling my  
bag to send up aloft before I felt something  
twining round my arm, and to my dismay,  
when I looked to see what it was, I found  
a water snake firmly coiled round, just  
above the wrist. I at once seized hold of  
the brute's tail and tried my best to pull  
it off, but all to no purpose. What was I  
to do? I tried, and tried again, but no  
use. At last I encompassed my left arm,  
where the reptile lay coiled, with my right  
hand, and pressed downwards, and by this  
means hid the slimy visitor down over the  
hand, and he glided away as nothing was the  
matter. At the time I felt very nervous,  
for I had never come in contact with one  
of them before, but I learned by subsequent  
experience that they are not dangerous.

After working away for two weeks we  
cleared out the bed we were then on, and  
our provisions being short, we weighed  
anchor and set sail for the vessel.

While we had been absent, another pearl  
fishing schooner had anchored alongside of  
our vessel, and they had got their boat out  
and nearly ready for starting to work.

When the captain and crew of this schooner  
saw our boat coming up loaded with pearl  
fish they put off to us; what sort of success  
we had, had, and their eyes seemed to  
gleam with interest.

The anchor of our boat had hardly touched  
the bottom here before my two companions  
disappeared out of the boat. They had both  
dived down to explore the bed. In a very  
short space of time they both came up on  
either side of the boat, each having in his  
hands a splendid specimen of the pearl  
shell. They made me understand by their  
gesticulations that there were plenty more  
like those they had brought up down below.

They threw what they had into the boat,  
and again dived. About the same space of  
time elapsed as when they went down  
when the one on the land side of the boat  
again appeared with another large pearl fish.

Instead of throwing this into the boat, and  
going down again, he rushed to the gunwale,  
cast it in anyhow, and climbed up the  
side as fast as "old fashioned" were after-  
him.

But what had become of the other? I  
looked in the direction that he had gone  
down, but could see no sign of the man.

The one who had got into the boat came  
over to where I was sitting in a state of  
great excitement, and he began gesticulating  
in a wild manner, pointing his finger to  
the spot where his companion had dived.

To make me understand what he meant, he  
opened his mouth and caught hold of the  
calf of his leg. While he was still trying  
by this startling method to make me com-  
prehend what he wished to describe, the  
instantaneous calm of the land under the  
surface of my selected scene to the surface

got close to the boat. He had no sooner  
got his head above water than he let out a  
 yell that reverberated through the island,  
and the water round him was tinted with  
blood. He reached up his hand and caught  
hold of the gunwale, while simultaneously I  
and his companion seized him by the hair of  
the head. We got his body on a level with  
the boat, and in the act of lifting him in, a  
shark seized hold of his only remaining leg  
and nearly wrenches him from our grasp.

The poor fellow, while down below, had been  
attacked by a shark, who had taken off his  
right leg before he got to the surface, and it  
was while we were pulling him in that the  
same or another ravenous brute took off the  
other. It was a clear bite, or he would  
certainly have matched the man from the  
bottom. We laid him in the bottom of the boat gently,  
and did all we could to allay his sufferings.  
Poor wretch, how he suffered! He only lived about ten minutes.  
Appearances are deceitful, however, for  
while the two others, the tutor and self, were  
cracking our heads over aristos, Simpson  
contrived to pay a very assiduous court  
to Lizzie McDermott, the red-cheeked  
daughter of our host.

How he contrived to do this without exciting  
the suspicions of any of us beat me.

Some days after this sad event we were  
anchored over the bed where the unfortunate  
native had lost his life. I was working down  
below in the diving-dress and sending up a  
fine lot of splendid pearl fish—the biggest I  
had ever seen. I had been at work about an  
hour, when all at once I felt something  
strike the side of my helmet. I put up my  
right hand to feel what it was, when to my  
amazement I found a fish about two feet  
long stuck hard and fast. His tail was  
lashing about, and after several vain attempts  
I managed to secure it. I got a firm hold, and tried to disconnect it from my  
head-gear. But pull as hard as I could,  
no move could I get out of the brute.  
While I was struggling away might and  
main, another of them fastened on to my  
left side. I was now badly fixed. While  
I was lashed with his tail across the glass  
front of my helmet, the other did ditto  
across my stomach. When the second had  
taken hold, I let go the tail of the first, so  
that both had full swing now. It is all  
very well to describe the position I was in,  
but to feel it at the time I tell you no  
joke. Only two had fastened on to me, but how  
could I tell at the time whether I might not  
have every inch of my body similarly  
occupied. What sort of fish were they?  
and what were they up to? These were the  
sorts that I asked myself as I seized both  
fish and, vainly endeavored to disconnect  
them from my person. Full as I was,  
not one inch could I move either.

Still I worked away at their tails, determined  
to conquer if possible. I might just as well  
have tried to balance our boat upon my nose.  
Stir they would not. In the midst of my tussle a turtle came swimming  
close to me, when to my great relief  
both fish let go simultaneously and darted  
off after the turtle. Whether they caught  
the unfortunate or not I don't know, for  
they were soon out of sight. When I went aloft and told the divers of  
my misfortune, they only laughed at me, explaining  
that the fish that had fastened on to me  
subsequently caught one of them with a  
line, and on turning it on its back it fastened  
to the deck, and there was not a man on  
board the vessel strong enough, even with  
both hands, to dislodge it. The "sucker"  
at the back of the head, and looks something  
like an elongated five-shilling piece with  
fretwork in the centre. This sucker,  
when it takes hold, forms a vacuum, and  
nothing less than a torpedo shock would  
loosen the hold when once fixed.

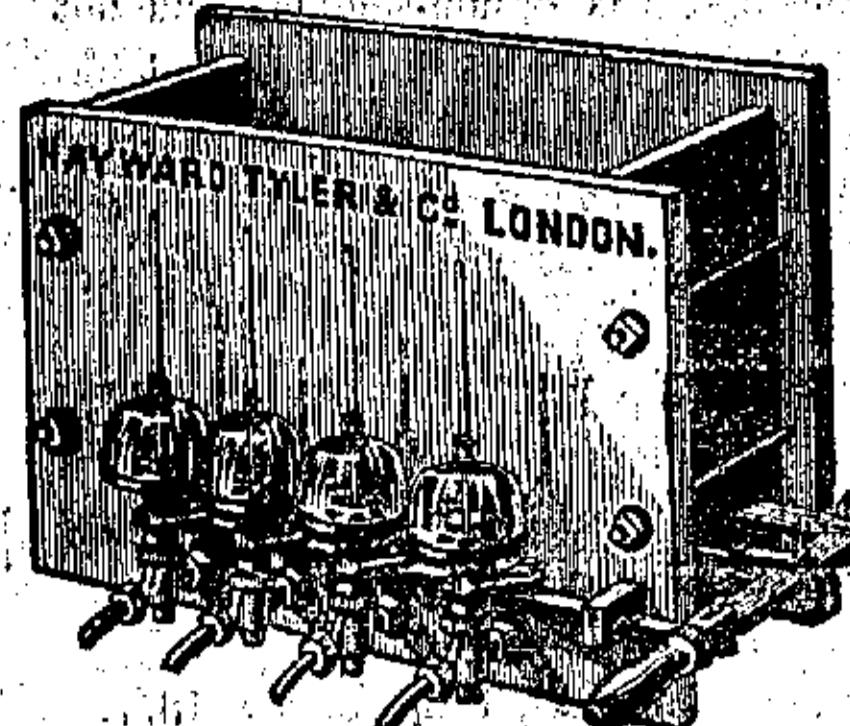
When we had been working about for  
some nine months, and collected a good  
number of pearls, I was sent on an exploring  
tour in the boat, my crew consisting of the  
native who was with me when his mate was  
killed by sharks, and the boy that we had  
taken from another schooner which no longer  
required his services. The lad was about  
fourteen years old, but rather stupid. We  
had given up our boat provisions to last  
for three days, and we were directed to  
travel among several small islands, the  
farthest not being more than ten miles from  
the Pearl-e.

The second day after we had left the  
vessel we were sailing in between two islands  
when the native, who could now say a few  
words in broken English, asked me to haul  
down the sail and cast the anchor, as he  
thought we were on a good pearl bed. The  
native was soon completed with, for the  
time that it takes to describe, the sail and  
anchor were down.

The native only had a pair of old trousers  
and shirt on, which he began to take off  
for preparatory to diving. When I saw what he  
was going to do I remonstrated with him, as  
the captain had given orders not to go down  
without the diving dress. The native  
however too no notice of me, but in he  
plunged. I and the boy sat watching for  
his re-appearance. He had been down for  
what I was sure extended beyond the usual  
time, and I was getting alarmed. Well I  
might! At last the fore part of the

## Intimations.

**THE OLDEST HOUSE**  
IN THE TRADE IS  
**HAYWARD TYLER & Co.'s**  
84 & 85, WHITECROSS ST., LONDON.



**SODA WATER**  
**MACHINERY**  
IN ALL ITS BRANCHES.

THE IMPROVED SYMING OISTERN.



SUTTON'S IMPROVED SYSTEM  
Which ensures their arrival in dry  
and fresh condition.

Complete Catalogues may be had at the  
Office of this Paper, or from  
**SUTTON & SONS, THE QUEEN'S SEEDSMEN,**  
Reading, near London, England.  
N.B.—Remittances of their equivalent must  
accompany every order.

3m77 1m 17 3m78

"HIGHEST AWARD & PRIZE MEDAL PHILADELPHIA  
EXHIBITION, 1876."

**OAKEY'S**

WELLINGTON KNIFE POLISH

PREPARED EXPRESSLY FOR THE "PATENT KNIFE POLISHERS, INDIA RUBBER AND BUFF LEATHER KNIFE BOARD." KNIVES CONSTANTLY CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL TO ANY CUTLERY. PACKETS 12D. EACH, 12D. 12D. 12D. EACH.

OAKEY'S

INDIA RUBBER KNIFE BOARDS

PREVENT EJECTION IN CLEANING, AND INJURY TO  
THE KNIFE. OAKEY'S WELLINGTON KNIFE POLISH  
SHOULD BE USED WITH THE BOARDS.

OAKEY'S

SILVERSMITHS SOAP

[NON-MERCURIAL].  
FOR CLEANING AND POLISHING SILVER, ELECTRO-  
PLATE, PLATE GLASS, &c. TABLETS 6D. EACH.

OAKEY'S

WELLINGTON BLACK LEAD

IN SOLID BLOCKS—1D., 2D. & 4D. EACH, &c. BOXES

JOHN OAKEY & SONS

MANUFACTURERS OF

EMERY, BLACK LEAD, CERAMIC GLASS, PAPER &c.

WELLINGTON BRIDGE ROAD, LONDON, ENGLAND.

3m77 1w 52t 2m78

The Greatest Wonder of Modern  
Times!

**HOLLOWAY'S PILLS.**

Persons suffering from weak or debilitated constitutions will discover that by the use of this wonderful medicine there is "Health for all." The blood is the fountain of life, and its purity can be maintained by the use of these Pills.

Mr. Samuel Baker, in his work entitled "The Nile Tributaries in Abyssinia," says, "I ordered the dragoon Mahomet to inform the Fakie that I was a Doctor, and that I had the best medicine at the service of the sick, with adico gratia. In a short time I had many applicants, to whom I served out a quantity of Holloway's Pills. These are most useful to an explorer, as possessing unimitable purgative properties; they create an undoubtable effect upon the patient, which satisfies him of their value."

SIMPLY, SAFE AND CERTAIN  
**HOLLOWAY'S OINTMENT**

Is a certain remedy for bad legs, bad breasts, and ulcerations of all kinds. It acts miraculously in healing ulcerations curing skin diseases, and in arresting and subduing all inflammations.

Mr. J. T. Cooper, in his account of his extraordinary travels in China, published in 1871, says: "I had with me a quantity of Holloway's Ointment. I gave some to the people, and nothing could exceed their gratitude; and, in consequence, milk, fowls, butter, and horse-meat poured in upon us until at last a tea-spoonful of Ointment was worth a fowl and any quantity of meat, and the demand became so great that I was obliged to look up the small remaining stock."

Sold by all Chemists and Medicine Vendors throughout the World.

2m78

## Intimations.

**CROSSE & BLACKWELL'S  
CELEBRATED OILMAN'S  
STORES.**

Nine Prize Medals; Paris, Vienna, and  
Philadelphia.

FIGURES AND SAUCERS,  
Jams and Jellies,  
ORANGE MARMALADE,  
Tart Fruits, Dessert Fruits,  
SALAD OIL,

MUSTARD, Vinegar,  
POTTED MEATS AND FISH,  
Fresh Salmon and Herrings,  
HERRINGS A LA SARDINE,  
Tarmouth Blotchers,  
BLACKWALL WHITEBAIT,  
Prepared Soups, in Tins,  
PRESERVED VEGETABLES,  
Hams and Bacon, in Tins,  
PRESERVED CHEESE,  
OXFORD and CAMBRIDGE SAUSAGES,  
BOLOGNA RATSAGUES,  
Yorkshire Game and Pork Pies,  
TONGUES, GAME, POULTRY,  
PLUM PUDDINGS,

LEA AND PERRINS' WORCESTERSHIRE SAUCE.

Fresh supplies of the above, and numerous  
other table delicacies, may be had  
from most Storekeepers.

**CAUTION.**  
To prevent the fraud of rolling the bottles  
or jars, they should invariably be  
destroyed when empty.

Goods should always be examined upon  
delivery, to detect any attempt at  
substitution of articles of  
inferior brands.

All genuine goods bear the names of Cross &  
Blackwell on the Labels, Corks and  
Capsules of the Bottles  
Jars and Tins.

**CROSSE & BLACKWELL,**  
PURVEYORS TO THE QUEEN,  
SOHO SQUARE, LONDON  
16 Jun 77 1w 52t 15m78

**CONSUMPTION AND WASTING**  
DISEASES. THE EASY  
EFFICACIOUS  
REMEDY FOR  
PANCREATIC  
EMULSION.—The original  
and genuine prepared only by  
SAVORY & MOORE,  
140, New Bond-street, London,  
sold by them, and all  
Chemists and Stoekers throughout the World.

**Dinneford & Co.,**  
CHEMISTS, LONDON.  
And of Druggists and Stoekers,  
throughout the World.

N.B.—Ask for DINNEFORD'S  
MAGNESIA.

Agents—A. S. Watson & Co., Hong Kong.  
24m77

**Dysentery, Cholera, Fever,  
Ague, Coughs, Colds, &c.**

Dr. J. COLLIS BROWNE'S  
**CHLORODYNE**  
(Ex Army Med. Staff)

IS THE ORIGINAL AND ONLY  
GENUINE.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. Collis Browne was undoubtedly the Inventor of Chlorodyne, that the story of the Defendant, Freeman, being the Inventor was deliberately untrue; which he regretted had been sworn to. Eminent Hospital Physicians of London stated that Dr. J. Collis Browne was the discoverer of Chlorodyne; that they prescribe it largely, and mean no other than Dr. Browne's.—See Times, July 12, 1854.

The public, therefore, are cautioned against using any other than

Dr. J. COLLIS BROWNE'S CHLORODYNE.

Remedial uses and action.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it all hours and times when required. Thousands of persons testify to its marvellous good effects and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases:—

Diseases in which it is found eminently useful—Cholera, Dysentery, Diarrhoea, Colic, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hydrocephalus, &c.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See Times, Dec. 31, 1854.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when other remedies had failed."

Sole Manufacturer—

J. T. DAVENPORT,

58, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s., 1½d., 2s. 6d. & 4s. 6d.

The Public are further Cautioned, that a forgery of the Government Stamp having come to the knowledge of the Board of Inland Revenue.

Stamp 77 1w 26t 200m77

**THE FOLLOWING**  
IS AN  
Extract from a Letter  
dated 15th May, 1872,  
from an old inhabitant of Horning-  
ham, near Warminster, Wilts:—

"I must also beg to say that your  
Pills are an excellent Medicine for  
me, and I certainly do enjoy good  
health, sound sleep, and a good  
appetite; this is owing to taking your Pills  
I am 78 years old."

"Remaining, Gentlemen, yours very  
respectfully,

To the Proprietors of  
NORTON'S CAMOMILE PILLS,  
London.

Stamp 77 1w 26t 180m77

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## Intimations.

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**BEAR'S SMOKING MIXTURE  
& BIRDSEYE TOBACCO.**

THE PROPERTY OF HARRY BEAR, CELEBRATED TANNOYER, IS  
THE EXCLUSIVE MANUFACTURER OF THE PRODUCT  
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## Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. *Japon*, Captain H. de SMET, having arrived from the above Ports, Consignees are hereby informed that the General Cargo will be landed by, and into the Godowns of the Undersigned at Wanchai, whence delivery can be obtained on and after the 5th instant.

Goods remaining in store after the 15th instant will be subject to rent.

Consignees of Opium are requested to take delivery from the Boats alongside the Ice House Street Wharf, otherwise the Drug will be stored by the Undersigned at Consignees' risk, unprotected by Fire Insurance.

Bills of Lading will be countersigned by DAVID SASOON, SONS & CO., Agents.

Hongkong, October 8, 1877. oc15

GERMAN BARK MARCO-POLO, FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

WIELER &amp; CO.

Hongkong, October 12, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUYEY,

Agent.

Ex Yangtze, 18th September, 1877.

S. P. 148 bags Stone, from Madras.

Ex Aca, 20th September, 1877.

W W C (in heart) No. 21/40, 20 cases Marce.

M F &amp; Co. (India) No. 1/10 10 "

R.H.E. .... 1 "

F B &amp; Co. (India) T mond) .... 1 "

Total, 32 Packages.

Hongkong, October 5, 1877.

## To-day's Advertisements.

GARRISON THEATRE.

(By Special Request.)

THE 28TH REGT. AMATEUR DRAMATIC CLUB, will repeat at the above Theatre, on FRIDAY NEXT, the 19th October.

The popular domestic Drama in Three Acts, by C. H. Hazlewood, Esq., Entitled "JESSY VERE, OR THE RETURN OF THE WANDERER".

And the laughable Farce by T. J. Williams, Esq., Entitled "MY TURN NEXT".

Between the pieces an old Favorite is to give a Song.

PRICES OF ADMISSION:

Front Seats, \$1; Second Seats, 50 Cents; Third Seats, 25 Cents. Children under 12 years of age, half-price to first and second seats only.

Tickets can be obtained at Hongkong Hotel, Officers' Mess Sergeant 28th Regt., Sergeants' Mess, R.A., and 28th Regiment, from all Pay Sergeants, and at the Drap on the night of Performance.

Doors open at 8.30 p.m., to commence at 9 p.m.

By kind permission of Lieut.-Col. C. A. S. DICKINS, and Officers of the Band of the Regiment will attend.

GOD SAVE THE QUEEN.

Hongkong, October 13, 1877. oc20

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kidd, "Blane Villa," Pollock, Furnished, House No. 2, Seymour Terrace.

Nos 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BURRFIELD & SWIBZ.

DAVID SASOON, SONS &amp; CO.,

Hongkong, October 12, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any debt contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:-

ABELARD, British barque, Capt. Nicoll-Jardine, Matheson & Co.

CRESTERIAN, American ship, Captain W. Lull-Siemens & Co.

WOODVILLE, British barque, Captain Nielsen-Wm. Funton & Co.

ALPHENOR, British barque, Captain G. Cunningham-Wieles & Co.

COMING, British barque, Capt. Roberton-Wieles & Co.

CLIVINGTON, British ship, Captain E. Shrewsbury-Wieles & Co.

MELVILLE, German barque, Captain Th. Pfleiderer-Melchers & Co.

DARTMOOR, British barque, Captain Robertson-Order.

FERNWOOD, British steamer, Capt. J. H. von Bargen-Chinese.

LUCIA, British barque, Captain Crowley-Adamson, Bell & Co.

PENOBLE, British ship, Captain Berry-Mayer & Co.

DALKEITH, British steamer, Captain J. Thompson-Yuen Fat Hong.

DANDY, British steamer, Capt. Clancy-Yuen Fat Hong.

NORTHERN STAR, British barque, Capt. J. Worley-Wieles & Co.

TINO, Dutch barque, Capt. T. Westerveld-Singapore & Co.

## To-day's Advertisements.

FOR AMOY, TAIWANFOO &amp; TAMSUL.

The Steamship "TAIWAN."

Captain M. Young, will be despatched for the above Ports on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.,

Hongkong, October 13, 1877. oc17

FOR HAIFONG (DIRECT).

The Steamship "DALE,"

Captain J. THOMPSON, will be despatched for the above Port on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.,

Hongkong, October 13, 1877. oc17

## SHIPPING.

## ARRIVALS.

Oct. 12, Onward, British schooner, 210, H. Morton, Combourg Sept. 21. Salt and Sugar-LANE, CRAWFORD &amp; CO.

Oct. 13, Brisbane, British barque, 394, Huddleston, Haiphong Sept. 19, Rice-RUSSELL &amp; CO.

Oct. 13, Deutschland, German barque, 263, Teilmann, Newchwang Oct. 3, Beans-ARNOLD, KARBER &amp; CO.

Oct. 13, Trio, Dutch barque, 263, Westerveld, Newchwang Oct. 3, Beans-SIEMSEN &amp; CO.

Oct. 13, Norma, British steamer, 606, Walker, Swatow Oct. 12, General-KWOX AOHKONG.

Oct. 13, Yangtze, British steamer, 792, Schulte, Shanghai Oct. 10, General-SIEMSEN &amp; CO.

Oct. 13, Juan, British steamer, 1019, W. Lewis, Shanghai Sept. 16, via Foochow Oct. 1, Tea-WUPEA &amp; CO.

Oct. 13, Taiwan, British steamer, 408, M. Young, Tamsui Oct. 10, Amoy 11, and Swatow 12, General-Douglas LAPRAIK &amp; CO.

## DEPARTURES.

Oct. 13, Ningpo, for Shanghai.

## Cleared.

Peruvian, for Moulinain.

## Passengers.

## Arrived.

Per Yesso (additional), from Amoy, Mr. Butler.

Per Norma, from Swatow, 200 Chinese.

Per Yangtze, from Shanghai, 51 Chinese.

Per Taiwan, from Amoy, &amp;c., 8 Chinese.

## Despatched.

Per Ningpo, for Shanghai, 8 Cabin.

## Shipping Reports.

The British steamer *Juan* reports: Strong N.E. winds throughout.The British schooner *Onward* reports: First sixteen days light air and calm, latterly strong N.E. gales and high seas.The British barque *Brionian* reports: First part light variable winds and fine weather, latter part strong N.N.E. and E.N.E. winds and high turbulent sea.The German barque *Deutschland* reports: N.E. winds and fine weather throughout the passage.The Dutch barque *Trio* reports: Moderate N.E. and Northerly winds throughout, with fine weather until the 11th, when had strong winds and heavy sea.The British steamer *Yangtze* reports: First part fresh N.N.W. winds for 24 hours, and then moderate northerly winds to arrival. Passed S.S. *Amoy* of Flatherman's Group bound north.The British steamer *Taiwan* reports: Tamed to Amoy had light and moderate N.N.W. winds and smooth sea, Amoy to Breaker Point fresh N.E. winds and rough sea, and thence moderate N.E. winds and sea. In-Tamsui-H. M. S. *Mazipha* and S. S. *Hawson*. In Swatow-S. S. *Spartan* and *Namoa*.

POST OFFICE NOTIFICATIONS.

## MAILS will close:-

For HAIPHONG.

Per GOLDEN HORN, at 9 a.m. To-morrow, the 14th inst.

Per Schooner MIGNON, at 11.30 a.m. on Monday, the 15th inst.

For MANILA.

Per Barque LUCIA, at 8.30 a.m., on Monday, the 15th inst.

For SHANGHAI.

Per HOWSUNG, at 9.30 a.m., on Monday, the 15th inst.

For SINGAPORE.

Per JAVA, at 2.30 p.m., on Monday, the 15th inst., instead of as previously notified.

For SWATOW, AMOY &amp; FOOCHEW.

Per YESSO, at 5 p.m., on Monday, the 16th inst.

For STRAITS SETTLEMENTS AND CALCUTTA.

Per ARGILL &amp; JAPAN, at 2.30 p.m., on Thursday, the 18th inst.

MAILS by the FRENCH PACKET.

The French Contract Packet *YANGTZE* will be despatched from Hongkong on THURSDAY, the 18th October, with Mails to and through the United Kingdom and Europe, via Marseilles-to Saigon, Singapore, Batavia, Calle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &amp;c.:-

Wednesday, 17th September.

5 p.m. Money Order Office closes. Post Office closes except the Nigra Box, which remains open all night.

Thursday, 18th September.

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Fee of 12 cents extra postage until

11.30 p.m. when the Mail is finally closed.

Hongkong, October 8, 1877.

## POST OFFICE NOTIFICATIONS.

MAILS by the UNITED STATES PACKET.

The United States Mail Packet CITY OF PEKING will be despatched on WEDNESDAY, the 24th October, with Mails for Japan, San Francisco, and the United States, which will be closed as follows, instead of as previously notified:-

11 a.m. Registry of Letters ceases.

11.30 a.m. Post Office closes.

11.30 a.m. Correspondents for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra postage until

11.30 p.m. when the Mail is finally closed.

Hongkong, October 8, 1877.

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MAILS by the ENGLISH PACKET.

The English Contract Packet GEELONG will be despatched with the Mails for Europe, &amp;c., on THURSDAY, the 20th instant.

The following will be the hours of closing the Mails, &amp;c.:-

Wednesday, 24th Inst.

5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the Nigra Box, which remains open all night.

Thursday, 25th Inst.

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Post Office closes except for Late Fee of 18 cents extra postage till

11 a.m. when the Post Office Closes entirely.

11 a.m. Letters (but Letters only, addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11 a.m. when the Mail is finally closed.

Hongkong, October 12, 1877.

## MEMOS. FOR TO-MORROW.

## RELIGIOUS SERVICES.

St. JOHN'S CATHEDRAL